

Picture of the Month



Bruce Schottland and his niece Sienna enjoyed a flight in the Piper J-3 Cub in February.

Momentous Day for Bruce; Sienna's First Flight

By **Bruce Schottland, President,**
EAA Chapter 932

February 5, 2012 was a momentous day in my flying career. On that day I took my five-year-old niece for her first airplane ride!

We had been talking about it for a while. My niece, Sienna, has spent some time around the airport and even went to Oshkosh last year.

She liked my cub, but always reminded me that she was not big enough yet to fly.

I agreed with her seemingly well-considered opinion. However, during a recent visit she suddenly notified me that it would be okay if she flew with me

--- she was old enough.

My brother approved and after obtaining clearance from headquarters (mom), we were off to the airport!

The flight was short. However, Sienna had fun and it will probably be one of my most memorable flights. I was so happy and honored to share her first flight with her.

Bruce Schottland is a criminal defense attorney and founding partner of Harter and & Schottland. Bruce earned his private pilot certificate at Galt in 2007 and currently owns and flies a Piper JC3-65 Cub (N98600).

Editor's Note

Barnstormer Days is shaping up to be a 2-day event you won't want to miss! **Gypsy Air Tours** will be providing biplane rides in their 1930 WACO Taperwing. And once again **Neil and Andy Anderson** are offering a flight in their Yak 52 as a raffle prize.

We are also lucky to have the support of **Aircraft Spruce and Specialty** and **Knots 2U** who provided donations to help pay for some of the services.

The event begins Saturday afternoon with biplane rides, a pre-flight competition for pilots and fun activities for kids. In the evening we will show an outdoor movie so bring blankets and lawn chairs for that.

Overnight camping at the airport is available for EAA members, volunteers, and anyone who flies in for the event.

On Sunday morning we will be cooking up a hearty pancake breakfast for campers and fly-in/drive-in guests and giving more biplane rides.

To make it a success we need lots of people to fly in, especially anyone with a vintage airplane. We also need 1930s - '40s vintage cars so if you know anyone who has one please encourage them to attend and show off their car.

We also need members of the public to attend so please help us spread the word and invite all your friends, family and colleagues to come.

Keep your fingers crossed for good weather. Hope to see you there!

Beth Rehm, Editor
editor@eaa932.org

Eric's Detroit Dilemma

By Captain Eric Rehm

Have you ever had one of those career moments? A point where you come to a crossroads and think, well whichever path I choose, this could be the end of my livelihood?

Mine came back in 1996 when I was flying freight in a Aero Commander 500B. I was enroute to Detroit City Airport (DET) from Jackson, Michigan (JXN) on a wintry day that had ceilings and visibilities down to IFR levels over the entire midwest. I was happily droning along at 3,000 feet in smooth IMC and icing conditions with my TKS anti-icing system on, talking to Detroit Center.

As I neared the Detroit metro area I noticed both my ammeter needles at the zero mark. They often hovered near zero anyway since I didn't have a lot of electrical systems onboard, just two radios, their associated VORs, a DME and of course the TKS, but this time they were definitely showing no charge. This particular aircraft had a Stormscope on it that was hooked up to the electrical system. I found the electrical page on the unit and sure enough, both generators showed not just a zero but a negative number. There was the confirmation I was looking for, I was running on battery power.

I took a moment to assess my situation. Flying to VFR weather was not an option since there wasn't any within my range. Even if there was I would have had to get there pretty quickly since the TKS would quit once the battery died, making my aircraft completely vulnerable to the ice I was picking up.

On the good side, I didn't have to worry about saving battery power for the landing gear or flaps since they were hydraulically activated and actuated with the gear actually



N888CA is one of the Aero Commanders Eric flew from his base in Grand Rapids, MI (GRR). They nicknamed it "triple eight Constant Aggravation" because the props wouldn't stay synched for more than twenty seconds at a time!

having a hydraulic backup. I just needed electricity to power one radio in order to communicate with ATC and navigate an ILS approach and the TKS to keep the ice off of me. I made the decision to shoot an ILS at the nearest suitable airport which at this point was my intended destination and hoped the battery didn't die before I got on the ground.

I turned off the unnecessary electricals which only consisted of the second radio and DME. I then called Detroit Center and let them know of my situation in as few words as possible, told them what I wanted to do and asked not to have to transmit anymore. (I remembered my instrument instructor telling me that transmitting took much more battery power than receiving.)

ATC was very helpful, acknowledged my request and vectored me on to the ILS 33. I picked up the localizer and the glide slope, switched over to DET Tower frequency who cleared me to land without me prompting them and landed safely. I even had enough battery power to talk to ground control to get taxi clearance to my

parking spot.

I don't remember being scared or even my stress level going up that much during the whole event. After I shut down and unloaded the freight I just shrugged my shoulders, thought all in a days work, and focused my attention on getting the aircraft fixed.

That is when things started to get stressful.

As luck would have it, I knew a good maintenance shop. My company rented a 10x6 office in a maintenance hangar where we pilots were supposed to get our legal rest before flying again. In actuality I couldn't manage more than a two hour nap due to all the noise generated by power tools so I ended up hanging out with the mechanics and getting to be friendly with them. Eventually they gave me a part time job swabbing the floor, painting walls, cleaning spark plugs, etc. They were a good group and I knew I could trust them. I told the guys of my troubles and they promptly brought my plane into the hangar for diagnosis since they knew I was due out at the end of the day.

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Generator number one turned out to be a quick fix. The belt was a little loose to start with and it had also become coated in the viscous TKS fluid which was making it slip even more. (TKS bleeds out of holes in the prop hub to de-ice the props. From there it gets blown back into the engine openings and all over everything inside the cowling - Ed).

A quick tightening of the generator in its brackets snugged the belt up and cured the problem. Generator number two turned out to be the problem child. I was called over from my mopping duties to my aircraft. The guys had the cowling off and proceeded to show me that this generator had broken one of its two brackets (this was not a part that was visible on a normal preflight, so who

knew how long it had been that way). In addition and infinitely worse, the generator was lying on the main fuel line and burning a hole into it. Indeed, there was a nice little blackened U-shaped ditch in an otherwise perfectly round orange tube. Not good. They told me they could patch the fuel line but in order for the generator to be fixed the second bracket would have to be ordered or brought in.

Finding out you have been flying a plane that was very close to spewing fuel all over a hot engine with no containment system was a bit sobering but I took it in stride and remembered thinking, "well, I won't be flying this plane for a while, its grounded."

I then called my company's maintenance control based in Kansas

City. I briefly told the chief mechanic what had happened and what the situation was. I was fully expecting him to ask me to hand over the phone to the local mechanic so he could get all the particulars and part numbers but instead he threw me a loop and said, "can't you just fly the plane back to your base in Grand Rapids, we could fix it a lot easier there." I certainly didn't see that one coming.

So, here I was at a crossroads and I had to think a bit before answering. I knew the aircraft was not legal to fly in its current state. My company did not have an approved MEL so there was no way to remove the generator and make it legal to fly. The chief mechanic in Kansas City knew this too and was basically asking me to do this flight under the table, without FAA approval. I also knew that this was not the safest thing to do since I had a yet untested good number one generator and a bad number two generator that although would not be used, was still unsecured and lying on the main fuel line. The flight would also have to be done in hard IMC with icing conditions.

It seems in hindsight like an easy decision to make, however, I was under a lot of pressure whether real or imagined to complete the mission. I was just an employee at this company and in a vulnerable position. I was not protected as I am now flying for a Part 121 Air Carrier by a contract that gives you the right to refuse an aircraft nor was I protected by a powerful union with its very own legal department. My former company had a reputation, deservedly so or not, of firing pilots they were not happy with and if I refused the aircraft I knew they would be unhappy.

If I answered 'no' I figured I would shortly be asked to find another job and I was already living from paycheck to paycheck with no

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savings to speak of. On the other hand if I answered yes I knew that if anything went wrong I would be in trouble with the FAA at the least and quite possibly ruining my fledgling career.

All of this went through my mind in just a few seconds and I said in a calm but firm voice, "no, I can't do that." The chief mechanic sighed his disapproval but to his credit didn't give me any guff about my decision and then asked then to speak to the local mechanic so he could send the proper parts.

I ended up flying the freight back to Grand Rapids (GRR) with a colleague that night who brought a new plane to me and my bird was fixed the next day.

I felt a little guilty that day for not flying my broken aircraft back to GRR but I was happy with my decision and proud to be part of a company that

backed up its pilots.

Small operator Part 135 freight flying is largely a dead industry now thanks to the advances of digital technology and the relaxing of banking rules. But back then stories abounded of young guys losing their jobs, getting in trouble with the feds or sometimes tragically dying. I had heard those stories and knew some guys who had lived them but I never expected to be in one of those positions.

I am glad I chose the fork in the road that I did that day, if I had chosen the other one who knows how things could have turned out.

Eric Rehm is the Assistant Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours.



Scan this with your smartphone to see a slideshow of Young Eagles photos from the rally on May 19th.



Click [here](#) if you don't have a smartphone.

Galt Traffic Classifieds



PIPER J-5A CUB CRUISER

GROUND-UP RESTORATION
COMPLETED NOVEMBER 2007

A/C manufactured April 1940; S/N 5-20; registration N27053; TTAF 1382 hrs. Eng. C-85 with 0-200 STC; TT 791 hrs; 15 hrs SMOH; all eng. work done by FAA CRSs. Original paint scheme, orange with black arrow. Electrical system; starter, generator, battery, lights. All new cables, wiring and AN hardware throughout. Original instruments reconditioned and

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CERTIFIED FOOD MANAGER

Are you a McHenry County Certified Food Manager or do you know someone who is? We would like to have one on hand to advise us for the Vintage Fly-in event and future activities where we serve food. If you are interested in assisting in this role please contact **Jean Forni** at forniflyer@aol.com.

TECHNICAL COUNSELOR WANTED

EAA Chapter 932 is seeking an EAA Technical Counselor to support two Pietenpol projects. If you know anyone who might be interested please contact Beth Rehm at (847) 530-8014 or vp@eaa932.org.

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Professional Opinions

If You Take Care of the Engine, the Engine Will Take Care of You

By Captain Chuck Berkebile

After many years of operating only jet equipment in the Part 121 environment, I needed to reacquaint myself to the nuances of reciprocating engine operations. I hope this article helps you as much as it helped me to regain the proficiency necessary to get the most performance and economic benefits from complex/high performance general aviation aircraft.

Operating a temperature sensitive turbo-boosted engine like a Lycoming TIO-540 or anything that requires the use of a cylinder head temperature (CHT), exhaust gas temperature (EGT), or Fuel Flow gauge forces the pilot to consider different techniques in planning and operating a flight than flying a normally aspirated stock engine that would be found in a C-172 or PA-28.

The pilot must carefully consider his/her actions with respect to aircraft pitch selection and power (Throttle / Mixture / Prop) application to achieve operating temperatures that fall within the normal range.

Failure to operate the engine within these parameters (which are designed to avoid detonation and pre-ignition) could lead to shorter engine life or even a catastrophic failure. Needless to say that the economic viability and safety of using this kind of aircraft to its fullest potential is contingent upon strict

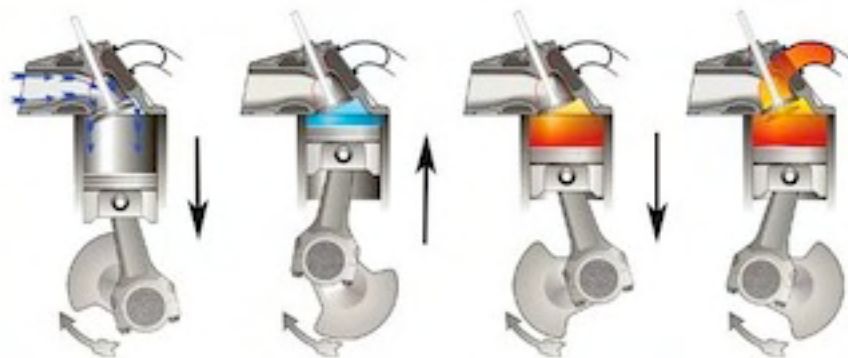
adherence to managing CHT, EGT, Oil Pressure, and Oil Temperature limitations.

As a review, let's go through some definitions.

The Four Strokes of an Engine

Intake Stroke- The objective of the intake stroke is to ingest as much fuel/air mixture (charge) into the combustion chamber as possible (or as much as the throttle will allow).

Compression Stroke- The objective of the compression stroke is to compress the intake charge (fuel/air mixture), ignite the charge at the proper time to produce the maximum power (for the given throttle setting) and to provide some mixing of the fuel to deter detonation (see definition).



Power Stroke- The objective of the power stroke is to convert the temperature and pressure from combustion into torque. One of the most effective ways an engine designer can increase an engine's power is to increase the engine's compression ratio. Most aircraft engines have 7.0:1 to 9.0:1 ratios. As compression ratios increase so do horsepower, efficiency and the chance of detonation (see definition below).

Exhaust Stroke- After combustion, the exhaust stroke vacates as much of the

leftover gasses as possible in preparation for the next intake stroke.

Potential problems to avoid

Detonation can occur when there is a higher than normal pressure/temperature spike in a cylinder.

When the fuel/air mixture is ignited in the combustion chamber it will burn at a uniform rate. The last portion of the fuel/air mixture to burn (end gas) is where detonation can occur. When cylinder pressure is high (produced by the POWER stroke) and surface temperature at the location of the end gas is high, the end gas will auto-ignite and burn at a rapid rate. This causes the peak pressure in the cylinder to occur early

and spike to a level which can be 10-50% higher than normal.

This dramatic increase in pressure can cause damage. Detonation is one of the most destructive operating

conditions for an engine. A high power setting with too lean a mixture is the major cause of detonation.

By leaning to the engine manufacturer's recommended power settings, there's a good chance of avoiding any excessive heat or pressure damage due to detonation at any mixture setting.

A pilot can inadvertently operate a turbocharged engine at high power settings when flying at high altitudes. At high altitudes, where there is less air density, back-pressure (remaining

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pressure from the previous exhaust stroke) in the exhaust system is reduced allowing more fuel/air mixture to be packed into the cylinder during the intake stroke. This increases engine power for a given manifold pressure and RPM. Also, running an engine on the turbo boost at high altitudes can significantly increase inlet air temperature. If an engine is leaned with high inlet air temperature and a high power setting, detonation and subsequent engine damage can occur.

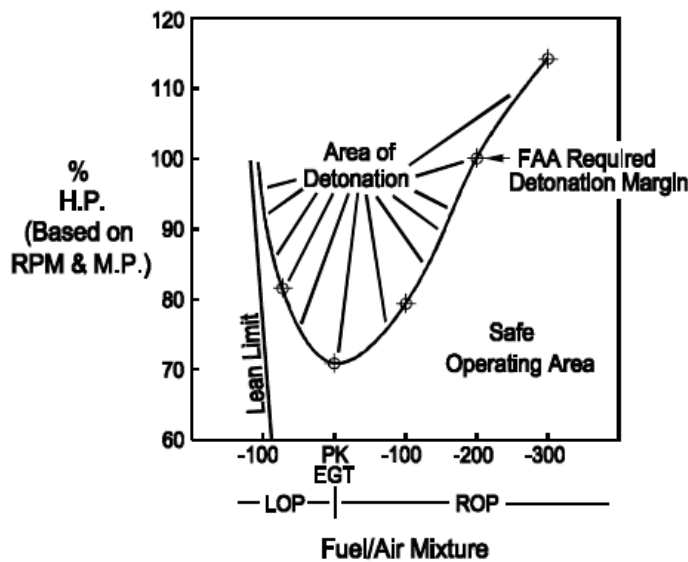
Shock Cooling is a phenomenon that can occur when cylinder head temperatures drop more than 30 degrees Fahrenheit per minute. This can be a problem for an aircraft during descents and large throttle movements toward idle. Warped valves and cylinder head cracking problems can be caused by shock cooling. To help prevent shock cooling during descent maintain normal power, a lean mixture and a shallow to moderate descent rate.

Primary Engine Indications and Limitations

Cylinder Head Temperatures (CHT) measure the amount of heat energy wasted during the power stroke, when the cylinder is under maximum stress from high internal pressures and temperatures.

High CHT's can stress an engine, increase the possibility of detonation and reduce the life of many engine parts. By keeping the CHT's below the manufacturers limits, you can reduce the potentially damaging affects of heat.

Exhaust Gas Temperatures (EGT) measure the amount of heat energy wasted during the exhaust stroke,



when the cylinder is under relatively low stress. In turbocharged aircraft, the turbine gets its air from the exhaust stroke. Therefore, it is imperative to observe the engine manufacturers EGT limitation.

Using the Engine Analyzer. This instrument is a very accurate indicator of EGT and CHT. Each cylinder is monitored, so there is a precise way to lean the engine to avoid potential problems. Use the cylinder with the highest CHT/EGT as guidance to keep from exceeding limitations. Pulling the mixture back will increase both CHT and EGT temperatures and decrease fuel flow.

Flight Planning and Operational Considerations

Taxi Considerations. Give the engine time to "warm" up after starting. Green indications on all of the engine gauges is a good indication of proper warming. Use only minimal power that is necessary to move the aircraft to taxi no faster than a brisk walk, thus reducing break wear. Lean the mixture to avoid spark plug fouling and carbon deposits.

At low power settings exhaust valve temperatures, CHT's and detonation are not a problem. When leaning at low RPM, the mixture

control will need to be considerably pulled out before the EGTs start to rise. Remember you can't hurt the engine by leaning at idle, so don't be afraid to be aggressive with the mixture control.

Takeoff/Climb Considerations. During takeoff, ensure the mixture is fully rich. Operating the engine at peak power with a lean mixture is an invitation to detonation. If operating a turbo, watch

for overboost. During climb, if terrain and/or obstacles are not a factor, and a initial safe altitude is reached, consider a shallow deck angle of climb. Aim for approx. 500 f.p.m. and that will help in engine cooling.

Cruise Considerations. Gas prices play an enormous role in how we plan trips. We all want to save a buck or two when we can and leaning the engine saves fuel and plays a vital role in saving our hard-earned money for our flying habits and whatever else we are called to be responsible for. The bigger question is, (and I hope you are asking the same question) how do we lean the engine without destroying it?

Looking at the figure above, you can see where 75% power and -100 degrees rich of peak would be considered a "Safe Operating Area." Also, notice that at best economy, (55-65%) would be in the "Safe Operating Area" if we leaned to peak EGT. Always observe and respect the manufacturers limitations.

Running an aircraft engine with too rich a mixture can cause problems as well. Spark plug fouling is a direct result of a too rich fuel/air mixture. Proper leaning is therefore essential for complex/high performance

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aircraft.

Descent Considerations. During descent maintain the same rich of peak leaning method as used during cruise. The manifold pressure will need to be reduced during descent to maintain proper power levels for a lean mixture. DO NOT reduce the throttle to idle. Plan descents in advance so as to reduce manifold pressure and airspeed gradually. A technique to consider is a shallow descent that is between 200-500 feet per minute. This will obviously affect your descent planning. Using a shallow "cruise" decent will allow you time to reduce the power slowly and methodically so as to not shock cool the engine. A good rule of thumb to use is 2 inches of manifold pressure reduced every 2 minutes.

Final Approach Considerations. Set the mixture to rich (for a possible go-around), power as needed then idle when landing assured.

Shut Down Considerations. Start the timer for 2 minutes after the last power application. Make sure power is at idle for cooling. Shut down after time is up. This is essential for aircraft with a turbo because the impeller is (most likely) still spinning when the

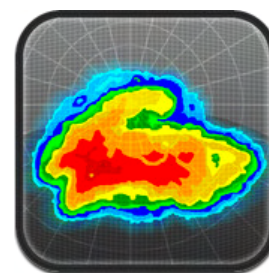
aircraft engine is at idle after landing. If you shut down the engine before the impeller has had time to "spool down", then the lack of oil pressure to the turbine may accelerate the wear and tear of the turbo itself.

Note: Some information for this column was taken from the Piper PA-32T Airplane Flight Manual and The Pilot's Manual For Leaning and Diagnosing Engine Problems, Electronics International, Inc.

Chuck Berkebile soloed at the age of 16 and has been flying for the last 25 years. He has a civilian background in flight instruction, part 135 freight, and commuter airline experience. He currently flies the B-757/B-767 for American Airlines.

If you are interested in learning more about engine leaning, the EAA is hosting a Webinar on Leaning Basics with Mike Busch on June 6th at 8:00 p.m. CST. This program will qualify for FAA Wings credit. Go to this link to register: http://www.ok365.org/ok365_contentdetail.aspx?id=1258.

APP OF THE MONTH

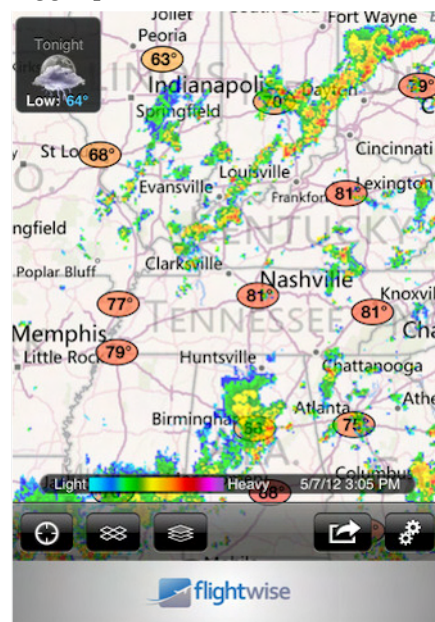


MyRadar

This absolutely has to be my most favorite app - I use this one every day whether I am flying or not.

This easy-to-use weather app displays real-time, animated weather radar around your location or anywhere in the 48 contiguous United States.

The map has the standard pinch/zoom capability which allows you to zoom in for more detail, pan to a different area and zoom out to see the bigger picture.



The basic app is free but displays unobtrusive ads at the bottom of the screen. However, you can pay \$1.99 to remove the advertising. For an additional \$3.99 you can get push notifications for US National Weather warnings.

Sold by Aviation Data Systems and works with iPhone, iPad, and iPod Touch.





2012 Young Eagles off to a Great Start

By Esther Medina, EAA Chapter 932 Young Eagles Coordinator

EAA Chapter 932 held its first Young Eagle Rally of this year on May 19th and we flew 47 Young Eagles and 5 adults.

Congratulations on a successful rally and a big thank you to all the volunteers who worked so hard to make the day a success. It was wonderful to see how everyone pitched in to make this event go smoothly; even Mother Nature cooperated.

We tried something different this time and provided additional activities for the Young Eagles as they were waiting for their flights. A special thank you to the activities volunteers: The "Sim City" crew, Ross Gruenwald, Bob Hart and Kaylin Hart, demonstrated and assisted the Young Eagle participants in the use of Condor Flight Simulator and Microsoft Flight Simulator.

Jack Foersterling obtained balsa wood glider kits and helped with assembly. Emily Medina ran the physics of flight activity. Also Dean



First time Young Eagles pilot Nick Bettendorf with three lucky young ladies from the Torch Club at the Boys and Girls Club of Dundee who enjoyed a flight in his Cessna 182RG.

Marcott contributed his BBQ master skills. To quote Beth Rehm Chapter 932 VP "We loved having groups doing different activities, we knew where to find them for a change and I think the kids loved all that stuff too!"

Of course, a Young Eagles Rally wouldn't be a rally without flying! Many thanks to the ground support/operations volunteers: Eric Rehm, Beth Rehm, Jean Forni, Bill Marinangel, Emily Medina, Anna Cooper, Carlos Medina, Anne Marie Stephenson, Mike Evans, Justin Cleland, Walt Weidig, Patrick Hoffmann, and Bob Messina. And last but not least, Young Eagles Pilots: Brian Spiro, Bruce Schottland, Dave Spitzbart, Tom Hoppe, Larry Schubert, Bill Thomas, Nick Bettendorf, Larry Ewing and George Rigert.

A successful event like this would not be possible without the dedication of the EAA chapter 932 volunteers and Galt Airport for generously allowing us the use of their facility. I know the Young Eagles had a blast and I hope all the volunteers enjoyed their day spent with Galt Airport's terrific aviation

community, I know I did.

Chapter 932 has two additional Young Eagles Rallies planned this year; September 8th and October 13th so please mark you calendars!

For more information or to volunteer your services as a pilot or ground support, please contact Esther Medina at 815-648-4798 or medina.elm@gmail.com or Beth Rehm at vp@eaa932.org.

See more photographs on the Galt Airport FaceBook page at; <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>



Bill Thomas flew his first Young Eagles at the rally on May 19th. Photo taken by Carlos Medina.



One of the Boy Scouts flown by George Rigert shows off his Young Eagles certificate. Photo taken by Carlos Medina.



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

First off, we'd like to welcome **Bob Bielawa** back to the team at Galt. Bob is now working full-time on grounds maintenance, and will also be assisting Brian occasionally in the aircraft maintenance shop. It's nice to have you back, Bob!

Since it's that season again, please remember to keep an eye out for mowers while operating around the airport. Also, if you have any specific requests for the airport grounds, please don't hesitate to ask.

We've had a couple people ask about removing the tree on the north side of runway 18. It's finally starting to dry out enough to get back there and we'll be removing it very soon.

Finally, with flying season back in full swing, remember to keep your head up in the airport environment at Galt. We do have quite a few aircraft operating without radios, so it's easy



EAA Chapter 932 Treasurer, Dean Marcott, cooked up a delicious lunch of hotdogs for the Young Eagles and volunteers on Saturday, May 19th. Photograph taken by Justin Cleland.

to get complacent when we don't hear the normal chatter over the headsets. Almost all of the planes without radios are of the "low and slow" variety, so please remember they may be at a lower pattern altitude than you.

Also the FBO summer hours begin Tuesday, May 29. We will be open from 8:00 a.m. to 6:00 p.m. Monday to Sunday.

Looking forward to another great summer of safe and fun flying at 10C!



EAA Chapter 932 member (and frequent Galt Traffic contributing writer) Larry Schubert presenting certificates to two of the Young Eagles he flew May 19. Photograph taken by Justin Cleland.



A rare photo of EAA Chapter 932 member Dave Spitzbart with two of the Young Eagles he flew May 19.

Flight School News

Congratulations to **Kent Lutes** who passed his Private Pilot checkride on May 26th. Kent has been learning to fly with flight instructor **George Rigert**.



Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, JB Aviation Management, Inc.

One very busy Saturday morning recently, Galt A&P Brian took a break from flying radio-controlled model airplanes working in the maintenance shop and he drove the General Lee (the airport's golf cart is painted like the orange Dodge Charger from the Dukes of Hazard for those of you who have not seen it) up to the FBO for some lunch.

On his way he noticed there were only Piper Cubs, Cessna 182s and Piper Apaches parked on the ramp at Galt Airport and, much to his surprise there were an equal number of each airplane make and model.

It should be noted (and by that we mean "here is a BIG clue to help you") that Cubs have four cylinder engines, C-182s have six cylinder engines and Apaches each have two four cylinder engines (8 cylinders total).

On this day Brian counted a total of 126 cylinders.

So the question is, what did Brian eat for lunch? Ha ha, just kidding.

The real question is can you figure out how many airplanes there were on the ramp that day?

Please email your best guesses to maintenance@galtairport.com. The winner will be randomly selected from all the correct answers received and will be rewarded with a Galt Airport t-shirt from the long awaited summer 2012 collection.

Answer to the May puzzle;

Do you remember the long list of numbers Brian gave us in the previous issue of Galt Traffic?

It turns out you didn't have to be a math whizz to solve last month's puzzle after all. The answer was $2581=2$, because you just had to count the number of circles or closed loops in each number. For example $4444=0$, $6666=4$, $8809=6$.

I won't lie, I gave up after staring at that puzzle for about thirty minutes and wishing I'd paid more attention in my high school math class.

However, it took **Paul Sedlacek** about four minutes to work out the answer and he wins a JB Aviation t-shirt for being so smart.



Pancakes on the Tarmac!

Sunday, June 24th

8:00AM to 12:00PM

Lake in the Hills (3CK)

EAA Chapter 790 is planning to hold its first ever pancake breakfast on June 24th.

Tasty flapjacks, sizzling sausage, and lip-smacking, scrambled eggs, orange juice and coffee served up with friends and neighbors. What could be better? Fly, drive or bike in to what's guaranteed to be a fun morning.

Chapter 790 is also looking for volunteers, so if you're interested in lending a hand please contact Shane Stolarik at 847-989-7717 or eaashane@gmail.com.



EAA Chapter 932 News

President's Message

From Bruce Schottland, President,
EAA Chapter 932

It seems like just yesterday that I was complaining about the cold weather. Yet here we are in full swing of the summer flying season.

We recently had our first Young Eagles event on International Learn to Fly Day. It was a great success and a lot of fun. Esther Medina has proven herself the right person for the job of Young Eagles Coordinator- we flew 47 Young Eagles and 5 adults and things could not have run smoother. Additionally, Ross Gruenwald just did the annual on the Chapter's SpiroCraft flight simulator and got it back in working order. Lots

more Young Eagle "flights" were made in the simulator.

Next we are all looking forward to June 9 and 10 for the fly in. I encourage everyone to join us and either volunteer or just come out and enjoy a great weekend at Galt Airport. If you are interested in helping out there is a sign up sheet for volunteers in the FBO. We would love to have as much help as possible.

Already it has been a busy year for the Chapter. I am encouraged by how much we have accomplished. Local EAA chapters are a great way to promote aviation and I really believe that Chapter 932 is doing an admirable job of fulfilling this mission.

Bruce Schottland

Are You Smarter Than Kaylin? I Don't Think So!

After the Chapter 932 general meeting in April we had some fun playing a trivia game we like to call "Are you smarter than Kaylin Hart?"

Now before you try to answer that question, let me give you the correct answer; you are NOT!

Although she is only a fifth-grader Kaylin proved that she was smarter than everyone in the audience as well as her gallant opponent, **Tom Hoppe**. Poor Tom.

Although Kaylin is too young to take the FAA Private Pilot Written Test she has been studying hard and learning the material. She was eager to pitch her knowledge against a retired airline pilot no less to prove that she is more than qualified to take the test and that her young age doesn't matter.

All of us in the audience were trying our hardest to recall the answers to the FAA questions. But although many of us were active pilots (and some were even flight instructors) alas we found we had forgotten some of the details. Tom

came very close but in the end he lost to Kaylin by a couple of points. I think Kaylin only missed one question.

Many thanks to **Bob, Megan and Kaylin Hart** for organizing and hosting the game show and to Tom for being such a good sport.



From left to right, Megan Hart, Bob Hart, the game show queen herself, Kaylin Hart, and Tom Hoppe clutching his consolation prize!

Next EAA Chapter 932 Meeting

Saturday, July 14

The next General Meeting will be held in the FBO at Galt Airport on 07/14/12 at 10:00 am. The June meeting is cancelled because the Vintage Fly-in will be occurring on our usual meeting date.

Barnstormer Days

This promises to be a lot of fun with all kinds of entertainment including a pre-flight competition and an outdoor movie on the Saturday night. Overnight camping is available to EAA members, volunteers and anyone who flies in for the event.

Please help us to spread the word and encourage everyone you know to attend, especially if they have a 1930s-40s car or airplane. Please also consider volunteering to help out because there will be lots to do.

Please contact Bruce Schottland to volunteer your services at president@eaa932.org.

New Members

We have one new member to report this month. Jim Ragland joined the chapter at the May general meeting. This brings our total membership to 57 members.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Illinois. We are a 501(c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: May 12, 2012

1. CALL TO ORDER/ATTENDANCE

Meeting called to order at 10:05 a.m.

Bruce S., Mike E., Dean M., Ross G., Jeff H., Rafael G., Patrick H., Don S., Walt W., Dave S., Ron T., Jim R.

2. VOTING ITEMS

a. Approval of Agenda

Motioned by Ross, Seconded Patrick, All voted in favor

b. Secretary's Report – Approval of April 2012 Minutes

Motioned by Dave, Seconded Walt, All voted in favor

c. Treasurer's Report- Approval of April 2012 Financial Report

Addition – April and May rent check was sent today (\$48/mo)

7376.01 - \$5000 (av club) = 2376.01

Motioned Don, Seconded Patrick, All voted in favor

3. PRESIDENT'S / VICE PRESIDENT'S REPORT

Fly-in scheduled for June 9-10 which coincides with our meeting. Discussion of skipping the June general meeting. There is no known business that would happen. We will have other meetings leading up to the fly-in. No objections. June meeting is canceled.

4. COMMITTEE REPORTS

a. Aviation Club- Dan Wallis

Not present. Bruce: We have the \$5000 grant from MCCF. We applied for an IL sales tax exemption but were denied based on their requirements. We will make the purchases and pay state tax.

b. Young Eagles- Esther Medina

Not present. Bruce: May 19th is our Young Eagles day. Looking for pilots and ground volunteers. Mike will send out an email to all chapter members. Esther also wanted to remind us all about the NATO TFR next week.

c. New Membership - Jim Ragland joined the chapter at the May meeting.

5. OLD BUSINESS

a. Status of Tax Exemption - EAA 932 does not qualify for tax-exempt status in Illinois.

b. Fly In

Bruce: Sign-up sheet on the bulletin board. Need volunteers. Starts noon on Saturday with a BBQ. Pre-flight challenge will be supported by Aircraft Spruce. The simulator is 99% done. Ross's CAP friend Ray donated another more powerful computer with better graphics card. May upgrade the monitors to a panoramic display. Software donated by Esther and Jean. Need to figure out dinner, outdoor movie, camping, pancake breakfast. Found some griddles. Porta potties. Knots2u supporting, still looking for more supporters

c. Grant purchases - Bruce/Dean will make the purchases soon.

6. NEW BUSINESS

Don – Has flown a number of kids during Young Eagles events and before Young Eagles existed. He has a 29 year old grandson Lieutenant in the Navy. Flies P3 Orion, P-8A Poseidon and the 130ft wingspan MQ-4C UAS. Lots of new stuff in Naval Aviation. "When you take these kids up flying, you never know what's going to happen, how you're going to influence them." We are one of the major contacts with young people today for the future of aviation.

Rafael – Can we enter the sim into the McHenry parade? Need to find out if we have to remove the wings. Don mentioned that the memorial day parade in Woodstock is coming up soon, probably too soon to do anything. Maybe 2013? Dean mentioned Harvard Milk Days as another possibility. Need to figure out how to make the wings easier to remove and replace.

ADJOURNMENT: Ross motioned, Bruce seconded, meeting adjourned at 10:42 AM

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EAA Chapter 932 Presents

Saturday, June 9

Brats 'n' burgers @ noon

Dinner @ 6pm

Movie and Popcorn @ 9pm

Sunday, June 10

Pancake Breakfast

8am-noon

Gypsy Air Tours Biplane Rides

www.gypsyairtours.com



30s-40s
aeroplanes &
automobiles

GALT AIRPORT



Support provided by

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Aircraft Spruce; Everything for Planes & Pilots



Contact Bruce Schottland (847) 912-5122 president@eaa932.org

Galt Airport/EAA 932 Calendar of Events

- June 9 - 10** Barnstormer Days! EAA Chapter 932 Vintage Aircraft Fly-in, Galt Airport (10C).
- June 16** EAA 932 Aviation Club meets at McHenry Savings Bank for RC Model Building, 9 a.m.
- June 29** EAA 932 Aviation Club meets at McHenry Savings Bank for RC Model Building, 9 a.m.
- July 14** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Details TBD.
- August 11** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Details TBD.
- September 8** EAA Chapter 932 Young Eagles Rally, Galt Airport (10C), Details TBD.
- October 13** EAA Chapter 932 Young Eagles Rally, Galt Airport (10C), Details TBD.
- November 10** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Details TBD.

See the Chapter 932 web site at <http://www.eaa932.org> for a complete list of events for Galt Airport and EAA Chapter 932.

Other Aviation Events

- June 2 - 3** Airfest 2012, Rockford, IL (RFD). More information at <http://flyrfd.com/airfest.html>.
- June 3** EAA Chapter 241 Fly-in Pancake Breakfast, DeKalb, IL (DKB), 8-noon. (<http://www.eaa241.org>)
- June 3** Wings & Wheels Breakfast Extraveganza, Fort Atkinson, WI (61C), 7:30- 11:30.
- June 8** EAA Chapter 153 Meeting: Why I Chose My Airplane, Schaumburg, IL (06C), 7:30 - 9:45 pm.
- June 14 - 17** 16th National Aeronca Association Convention, Hook Field (MWO), Middletown, OH. (<http://aeroncapilots.com/NAC16info.htm>)
- June 14 - 16** IAC Ohio Open Aerobatic Contest, Union County (MRT), Marysville, OH. (www.iac34.com)
- June 17** Palmyra Flying Club annual Father's Day Fly-In Breakfast, Palmyra, WI (88C)
- June 17** EAA Chapter 153 Father's Day Gourmet Pancake Breakfast, Schaumburg, IL (06C), 8 am - noon.
- June 30 - July 1** IAC Salem Regional Aerobatic Contest, Salem-Leckrone Airport (SLO), Salem, IL.
- July 4** Dupage Pilots Association Fly-out to Pancake Breakfast at Ogle County (C55), 9:00 a.m.
- July 14** Dupage Pilots Association Fly-out to Grand Geneva Resort, Lake Geneva, WI (C02), noon.
- July 14 - 15** IAC Robert L Heuer Classic, DeKalb Airport (DKB), DeKalb, IL. (www.iacchapter1.org)
- July 23-29** EAA Airventure, Oshkosh, WI (<http://www.airventure.org>)
- August 3 - 5** IAC Hoosier Hoedown, Kokomo Airport (OKK), Kokomo, IN. (www.hoosierhammerheads.com)
- August 18** Dupage Pilots Association Fly-out to Chanute Air Museum, Rantoul, IL (TIP), 10:00 a.m.

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

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| 06/6/12, 8:00 p.m. | Leaning Basics (Wings credit) | Mike Busch |
| 06/13/12, 7:00 p.m. | Best Practices for iPads in Your Cockpit | Tyson Weihs |
| 06/19/12, 7:00 p.m. | Eagle Flights Preview: Growing Participation in Aviation | Jeff Skiles |
| 06/21/12, 7:00 p.m. | Flying into AirVenture | Fred Stadler |
| 06/26/12, 7:00 p.m. | Investing in Aviation and Beyond | Robert Jacobson |

EAA Chapter 932 Officers and Contacts

President: Bruce Schottland (847) 912-5122 president@eaa932.org

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Young Eagles Coordinator: Esther Medina (815) 420-5049 youngeagles@eaa932.org

Technical Counselor: Vacant

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 6:00 p.m. Monday through Sunday

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

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Facebook: <http://www.facebook.com/GaltAirport>



AVGAS
Galt Tenant Price
\$5.46
(includes tax)

This newsletter is published monthly and distributed via email to approximately 400 readers. You can download current and past issues from the chapter web site at <http://www.eaa932.org/newsletters.html>. Please contact the editor at editor@eaa932.org to be added to the email distribution list.
